

Thirteenth Annual Report  
of the  
Commissioners  
of the  
State Reservation at Niagara  
Oct. 1, 1895 - Sept. 30, 1896



226602







CAVE OF THE WINDS—FEBRUARY 14, 1896.





AMERICAN FALLS—FEBRUARY, 1896.



# THIRTEENTH ANNUAL REPORT

OF THE

## Commissioners of the State Reservation

### AT NIAGARA.

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TRANSMITTED TO THE LEGISLATURE FEBRUARY 1, 1897.

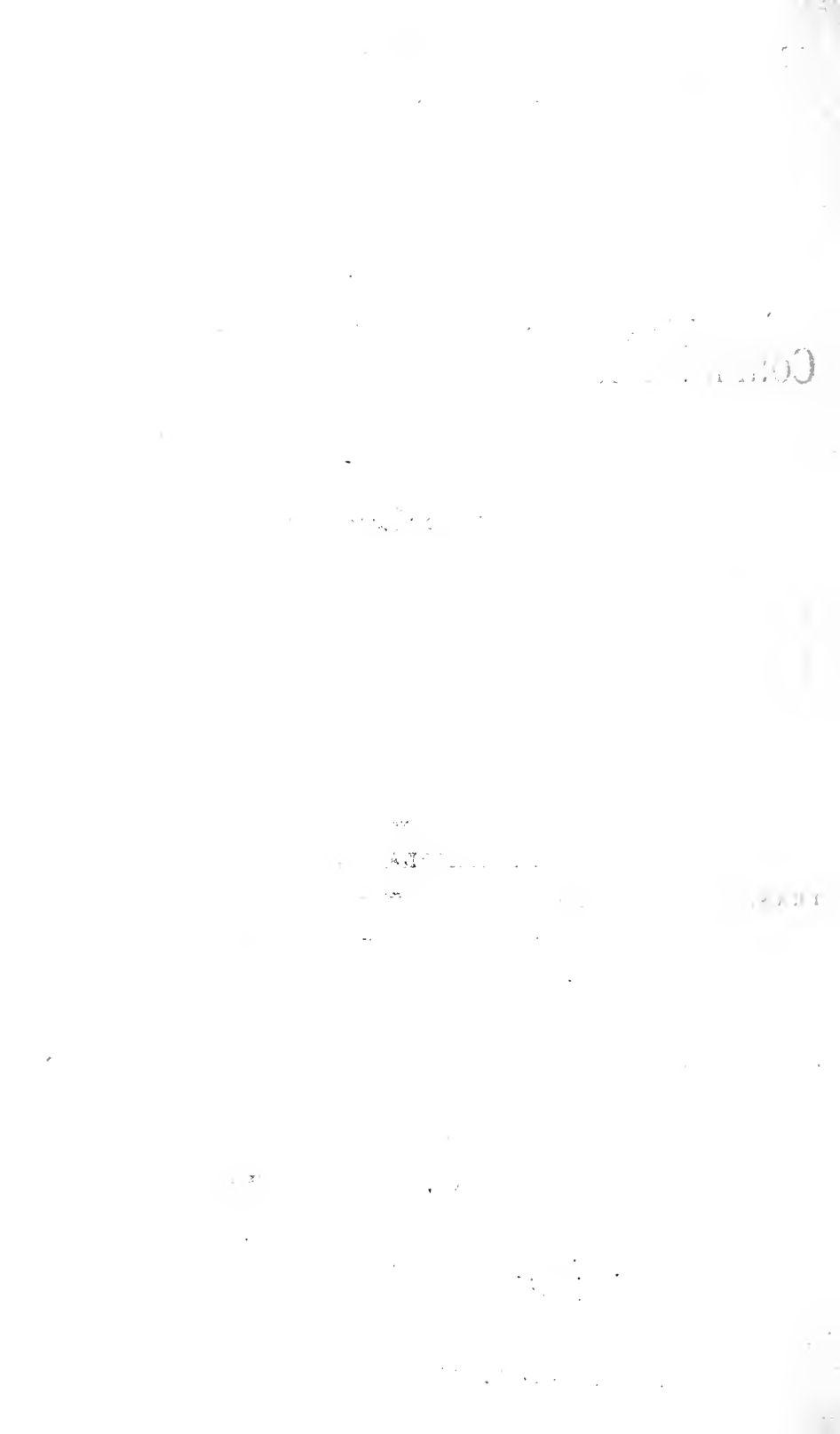
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1897.



## COMMISSIONERS.

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ANDREW H. GREEN, *President.*

JOHN M. BOWERS,

ROBERT L. FRYER.

WILLIAM HAMILTON,

GEORGE RAINES.

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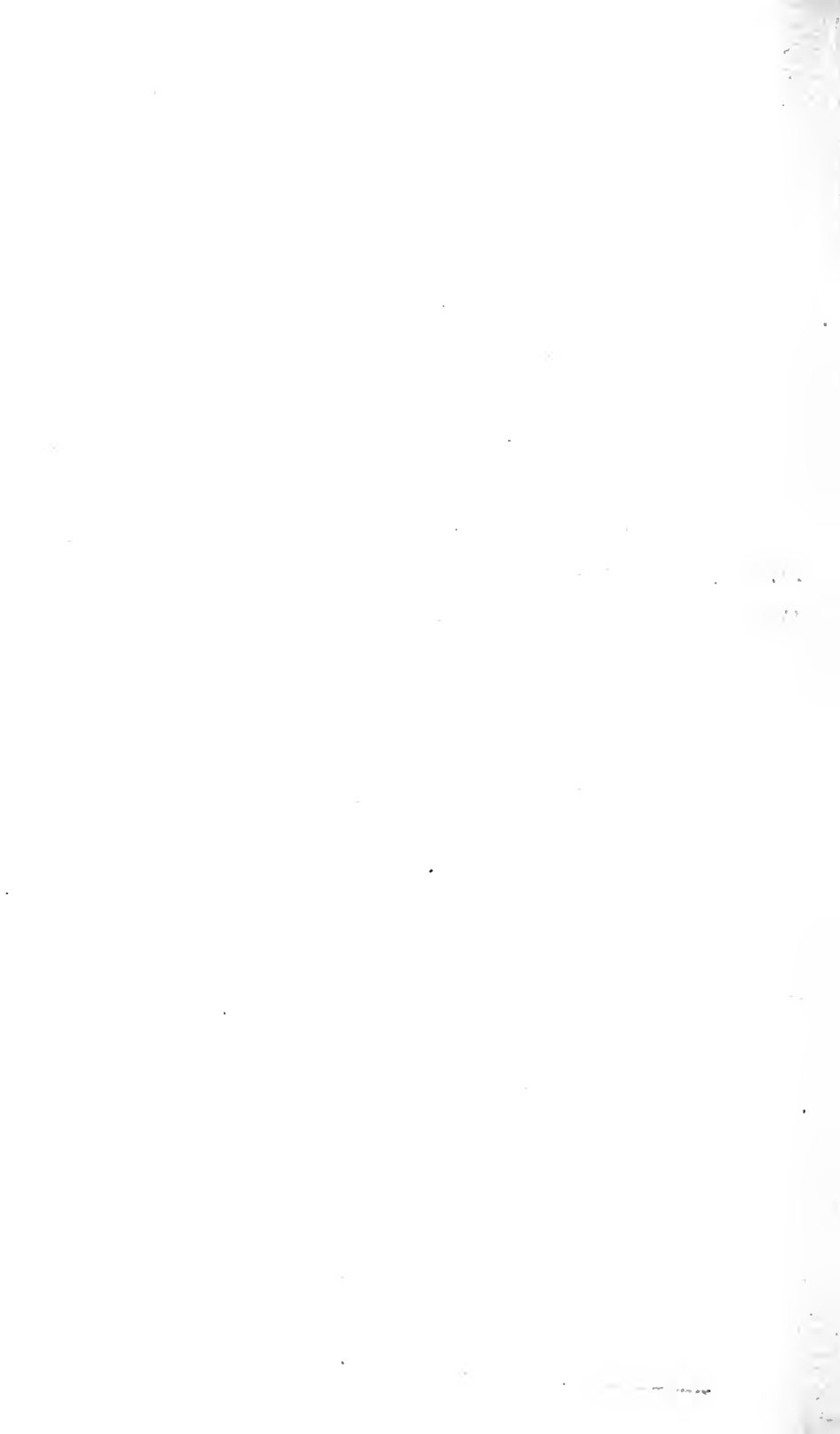
Treasurer and Secretary,

HENRY E. GREGORY.

Superintendent,

THOMAS V. WELCH.

807



# STATE OF NEW YORK.

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No. 42.

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## IN ASSEMBLY,

FEBRUARY 1, 1897.

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### THIRTEENTH ANNUAL REPORT

OF THE

### Commissioners of the State Reservation at Niagara.

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*To the Honorable the Legislature of the State of New York:*

The Commissioners of the State Reservation at Niagara, as required by law, submit their report for the fiscal year begun October 1, 1895, and ended September 30, 1896, being their thirteenth annual report.

The work incidental to maintenance has been carried on with the usual regularity; and the principal improvements begun during the previous year have been brought to completion. The new Shelter building, on Goat Island, and the new terminal station at the foot of the Inclined railway, are substantial structures that may be expected to be gratifying to the taste as well as suitable for the use of tourists and visitors.

The Shelter building is situated on the river bank among the trees, on Goat Island, near the bridge leading from Bath Island. It is an inconspicuous structure; and the graceful lines and warm color of the roof, the red-brown tone of the stonework, harmonize with the natural surroundings. It is very readily accessible, and the accommodations for visitors are ample. The walls are of Medina stone, with arched openings; the posts, of Georgia pine, have curved brackets, supporting the overhanging roof. The floor is asphalt, and the ceiling is of narrow Georgia pine and semi-circular in shape. The lavatories are lined with brick, with slate fittings, and are thoroughly ventilated.

Permanent wooden seats are attached to the walls, both inside and outside of the building.

The total cost of the Shelter building was \$6,572.94.

The old terminal station at the foot of the Inclined Railway was destroyed by a mass of ice and snow descending upon it in March, 1893. The new building is a much more commodious structure. It includes ticket offices for the Inclined railway and "Maid of the Mist," and a large waiting-room. A hanging balcony encircles the river side of the building, and provides protection from the spray. The copper tile roof is supported on chamfered eight-inch Georgia pine posts by an open timbered roof construction of sufficient strength. The floor is of hard wood. The walls are battered and built of native stone laid in cement mortar with square window openings.

The total cost of this new terminal station was \$9,749.85.

Persons desiring to acquaint themselves with the details of the year's work are referred to the annual report of the superintendent, which is appended to this report.

The Commissioners desire to impress upon the Legislature the

great importance of protecting the Reservation from the insidious designs of corporations and individuals who seek to secure from the Legislature and from the Commissioners rights and privileges at Niagara in direct contravention of the purpose of the State in establishing the Reservation, and in flagrant opposition to the public interests.

While it is true that much has been said on this subject in previous reports, the Commissioners nevertheless feel that, as custodians of the State's property at Niagara, they should do what they can to prevent further attempts on the part of corporate or private interests to get a foothold within the Reservation itself, or to divert for money-making purposes the waters of the Niagara river. Every winter there is the probability that some bill may be introduced at Albany having for its object the granting of a franchise to some corporation proposing to undertake operations at Niagara in opposition to the interests of the people.

The success of one or more corporations in utilizing the water power of the upper Niagara in manufacturing enterprises, or the development of electrical power, has naturally directed the eyes of shrewd and speculative men towards a similar use of the river. It has been pointed out that no less than eight corporations have secured alleged rights to divert the water of the river. In the opinion of the Commissioners the only safe course for the Legislature to pursue is that of invariably refusing to enact all bills that directly or remotely have for their object the diversion of the waters of the upper river, or the entrance into the Reservation of any corporation for private, money-making purposes.

In spite of the opposition of the Commissioners, the Legislature during the last session passed a bill, entitled "An act confirming

and defining certain riparian rights of the Niagara Falls Hydraulic Power and Manufacturing Company."

By this bill, "the right of the Niagara Falls Hydraulic Power and Manufacturing Company, to take, draw, use, and lease and sell to others to use the waters of the Niagara River for domestic, municipal, manufacturing, fire and sanitary purposes and to develop power therefrom for its own use and to lease and sell to others to use for manufacturing, heating, lighting and other business purposes is hereby recognized, declared and confirmed."

The quantity of water to be taken by the company is limited by a canal 100 feet in width, and deep enough to carry a maximum uniform depth of 14 feet of water.

With reference to this and other similar measures, it may be said that, simply because certain speculative and manufacturing concerns in Niagara county desire to secure enormous profits from the use of the waters of the Niagara river, there is no valid reason why the State of New York should grant away rights and privileges of immense value without compensation. The Commissioners believe that, in opposing this and other measures having the same object, they represent the best sentiment of the people of the State, and they repeat that in their opinion the Legislature should co-operate with them, and refuse to approve bills of this character. The Commissioners are of the opinion that the Legislature should not grant to a private corporation, without compensation, that which belongs to the people.

It is hoped that an international agreement may eventually be entered into between Great Britain and the United States, by which the waters of the upper Niagara shall be permanently exempted from diversion.



Frequent reference has been made to the brevity of the visits of most travelers to Niagara. A locality so interesting on account of its variety of striking and impressive scenery, or by reason of its relation to scientific speculations, should, one might think, invite visits measured by weeks rather than by days or hours. It is not to be expected that the larger number of visitors will spend much time at Niagara. But many persons of leisure, it seems, are not wont to tarry much longer. They can make the circuit of the Reservation and of the Queen Victoria Park within, perhaps, three or four hours. They can take the trip to Lewiston, down the gorge by the new trolley line, and return within an hour and a half. They can thus see the Falls, the Rapids, the Whirlpool and all the principal features of the Niagara scenery within half a day. One may leave New York at 6 p. m., be at Niagara the next morning at 7 o'clock, see all the points of interest, and be at home the next morning, the whole trip being made in 36 hours.

Three or four decades ago the number of summer and autumn resorts was very small. People bent upon taking a vacation had a limited range of selection. Niagara was the principal natural object in the country, a visit to which was by no means to be omitted. The tourist was less driven by business cares and exactions. Rest and recreation were more common. Life was slower and more deliberate. But Niagara as a place of resort was less interesting then than now.

The shores of the river and island were defaced by wretched or hideous structures, tolls and fees were exacted at every point, the hack drivers were aggressive, insolent and rapacious. Under State control a great change has taken place. The hideous buildings have been removed, the shores are freed from unsightly objects, and no fees are charged, except at the Inclined railway and the

Cave of the Winds. One may walk or drive all over the Reservation without being requested to pay a cent.

In bright cool autumn weather Niagara may be said to be at its best. There is no oppressive heat to make exercise objectionable; no crowds of visitors in excursion parties. One may wander at will along the Goat Island paths, linger at the points of finest and grandest prospect, saunter along the river road to Port Day, delighting his senses with the different aspects of the wonderful scenery. He may cross the Suspension bridge, and from that giddy height have an extensive view of the Falls and the Niagara gorge. Then landing upon Canadian soil he has the impressive sight of both the cataracts before him. From different points in the Queen Victoria Park the views of the Canadian Falls are unsurpassable, as well as of the rapids and cascades above. One may walk for hours in the Dufferin Islands and have enchanting views of the dashing river.

From July 15, 1885, the day the Reservation was opened to the public, to September 30, 1896, the State granted the Commissioners in the annual appropriation and supply bills:

For maintenance .....	\$205,000 00
For special improvements.....	120,000 00
	<hr/>
Total .....	\$325,000 00
During the same period the Commissioners have re-	
mitted to the State Treasury as receipts from the	
Reservation .....	77,348 69
	<hr/>
Leaving .....	\$247,651 31
	<hr/> <hr/>

As the amount actually appropriated by the State for the Reservation during a period of a little more than 11 years, or about \$22,513.75 a year; or, if we leave out of consideration the amount appropriated for special improvements and deduct the receipts of the Reservation remitted to the State Treasury from the aggregate amount appropriated by the State for maintenance, we have . . . . .

\$205,000 00

77,348 69

\$127,651 31

Or about \$11,604.66 a year for 11 years and a fraction of a year.

The monthly receipts from the Reservation were as follows:

	Inclined railway.	Rentals.	Interest on balances in bank.	Dividend
1895.				
October . . . . .	\$197 40	.....	.....	.....
November . . . . .	34 90	.....	.....	.....
December . . . . .	20 15	.....	\$30 05	.....
1896.				
January . . . . .	222 35	.....	.....	\$28 34
February . . . . .	70 70	.....	.....	.....
March . . . . .	71 60	.....	29 12	.....
April . . . . .	57 20	.....	.....	.....
May . . . . .	247 95	.....	.....	.....
June . . . . .	431 25	.....	34 34	.....
July . . . . .	986 40	\$310 00	.....	.....
August . . . . .	1,212 70	560 00	.....	.....
September . . . . .	689 80	920 00	24 84	.....
	<u>\$4,242 40</u>	<u>\$1,790 00</u>	<u>\$118 35</u>	<u>\$28 34</u>
				118 35
				1,790 00
				<u>4,242 40</u>
Total . . . . .				<u>\$6,179 09</u>

Monthly pay-rolls have been as follows:

1895.		Supplementary.	Total.
October .....	\$1,966 79	.....	.....
November .....	1,410 41	\$614 76	.....
December .....	1,155 29	334 50	.....
1896.			
January .....	1,249 54	.....	.....
February .....	1,140 17	.....	.....
March .....	1,176 79	.....	.....
April .....	1,997 91	.....	.....
May .....	1,497 42	428 50	.....
June .....	1,404 91	.....	.....
July .....	1,475 67	.....	.....
August .....	1,798 41	.....	.....
September .....	1,790 29	.....	.....
	<u>\$18,063 60</u>	<u>\$1,377 76</u>	<u>\$19,441 36</u>

Expenditures as per abstract (maintenance) were as follows:

Abstract XCV .....	\$6,868 93
Abstract XCVI .....	1,528 20
Abstract XCVII .....	2,856 82
Abstract XCVIII .....	1,729 23
Abstract XCIX .....	7,474 85
Abstract C .....	7,293 25
Total .....	<u>\$27,751 28</u>

Improvement abstracts as follows:

Abstract II, Series F .....	\$8,131 86
Abstract III, Series F .....	6,433 39
Abstract IV, Series F .....	2,864 82
Total .....	<u>\$17,430 07</u>
Abstract I, Series G .....	<u>\$2,941 22</u>

The receipts and earnings of the Reservation have been sent to the State Treasurer monthly, and interest on balances in the Manufacturers and Traders' Bank, Buffalo, has been remitted to the same official quarterly.

The Comptroller has advanced to the Commissioners quarterly a fourth part of the \$25,000 appropriated by chapter 948, Laws of 1895.

Of the treasurer's report herewith submitted, exhibiting in detail all receipts and disbursements for the fiscal year ended September 30, 1896, the following is a summary:

Balance on hand October 1, 1895.....	\$3,330 56
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RECEIPTS.

Inclined railway.....	\$4,242 40	
Rentals.....	1,790 00	
Interest.....	118 35	
Dividend.....	28 34	
	<hr/>	\$6,179 09
From the State Treasury, chapter 807, Laws of 1895.		25,000 00
From the State Treasury, chapter 932, Laws of 1895.		17,430 07
From the State Treasury, chapter 950, Laws of 1896.		2,941 22
	<hr/>	\$54,880 94

PAYMENTS.

Pay-rolls at Niagara (maintenance)....	\$18,063 60	
Repairs, materials, superintendent's ex-		
penses, etc.....	8,354 97	
Commissioners, treasurer, traveling ex-		
penses, etc.....	1,332 71	
	<hr/>	\$27,751 28
Remitted to State Treasurer.....		6,179 09

Improvements .....	\$17,430 07
Improvements .....	2,941 22
Balance .....	579 28
Total .....	<u>\$54,880 94</u>
Total receipts since organization of the Commis-	
sioners, 1883 .....	\$443,316 07
Total disbursements .....	<u>442,736 79</u>
Balance .....	<u>\$579 28</u>

The Legislature has made appropriations for maintenance, current expenses and salaries, as follows:

By chapter 336, Laws of 1883 .....	\$10,000 00
By chapter 656, Laws of 1887 .....	20,000 00
By chapter 270, Laws of 1888 .....	25,000 00
By chapter 569, Laws of 1889 .....	25,000 00
By chapter 84, Laws of 1890 .....	20,000 00
By chapter 144, Laws of 1891 .....	20,000 00
By chapter 324, Laws of 1892 .....	20,000 00
By chapter 414, Laws of 1893 .....	25,000 00
By chapter 654, Laws of 1894 .....	25,000 00
By chapter 807, Laws of 1895 .....	25,000 00
By chapter 948, Laws of 1896 .....	25,000 00
Total .....	<u>\$235,000 00</u>

For special improvements appropriations have been made as follows:

By chapter 570, Laws of 1889 .....	\$15,000 00
By chapter 302, Laws of 1891 .....	15,000 00
By chapter 356, Laws of 1892 .....	15,000 00

COMMISSIONERS OF THE STATE RESERVATION AT NIAGARA. 15

By chapter 726, Laws of 1893.....	\$25,000 00
By chapter 358, Laws of 1894.....	20,000 00
By chapter 932, Laws of 1895.....	20,000 00
By chapter 950, Laws of 1896.....	10,000 00
Total.....	<u>\$120,000 00</u>

In compliance with statutory directions, the Commissioners have remitted to the State Treasury the receipts from the Reservation, as follows:

From October 1, 1887, to September 30, 1888.....	\$9,331 55
From October 1, 1888, to September 30, 1889.....	7,393 77
From October 1, 1889, to September 30, 1890.....	7,670 29
From October 1, 1890, to September 30, 1891.....	9,327 67
From October 1, 1891, to September 30, 1892.....	9,823 03
From October 1, 1892, to September 30, 1893.....	10,923 85
From October 1, 1893, to September 30, 1894.....	9,251 43
From October 1, 1894, to September 30, 1895.....	7,448 01
From October 1, 1895, to September 30, 1896.....	6,179 09
Total.....	<u>\$77,348 69</u>

The following is "an estimate of the work necessary to be done and the expenses of maintaining said Reservation for the ensuing fiscal year," ending September 30, 1897:

CONSTRUCTION.

Grading, planting and other improvements.....	\$25,000 00
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MAINTENANCE.

Salaries, office and traveling expenses.....	\$4,750 00
Reservation police.....	5,400 00

Mechanics and laborers.....	\$7,500 00
Materials, tools, etc.....	6,000 00
Miscellaneous.....	1,350 00
	<hr/>
	\$25,000 00
	<hr/> <hr/>

Estimated receipts from October 1, 1896, to September 30, 1897:

Inclined railway.....	\$6,000 00
Cave of the Winds.....	1,200 00
Ferry and steamboat landing.....	750 00
Carriage service.....	100 00
Baggage-room.....	50 00
Interest.....	150 00
	<hr/>
Total.....	\$8,250 00
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Respectfully submitted,

ANDREW H. GREEN,

*President.*

JOHN M. BOWERS,

ROBERT L. FRYER,

WILLIAM HAMILTON,

GEORGE RAINES,

*Commissioners of the State Reservation at Niagara.*





MOONLIGHT—RUSTIC BRIDGE, WILLOW ISLAND





BOULDER BRIDGE—WILLOW ISLAND.



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# REPORT

OF THE

## Superintendent of the State Reservation at Niagara

For the Fiscal Year Ending September 30, 1896.

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# REPORT.

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*To the Board of Commissioners of the State Reservation at Niagara:*

Gentlemen.—I respectfully submit the report of the superintendent.

The work done during the year includes the completion of the Shelter building on Goat Island, and the construction of the terminal station at the foot of the Inclined Railway; the erection of six hundred and twenty-five feet of iron guard railing on Goat Island; the grading and planting of the river shore between Mill Slip and First street; the grading and planting of the shore of Bath Island; the planting out of the cribwork on the southern shore of Goat Island; the construction of a rustic stone-arched bridge at the overflow below First street; the widening of the Midway Road on Goat Island; the construction of a gravel walk from Mill Slip to First street, and the construction of gravel walks adjacent to the Midway Road, from the Spring to the Three Sister Islands, and from the American Falls to the Parting Waters on Goat Island.

The observatory at Hennepin's View has been rebuilt and new walks constructed at Hennepin's View, at the new Shelter Building on Goat Island and at the new Terminal Station at the foot of the Inclined Railway.

## **SHELTER BUILDING ON GOAT ISLAND.**

The Shelter Building was completed December 21, 1895. The approaches to the Shelter have been filled, graded and covered

with gravel, and the adjacent gravel walks rearranged. The Shelter is built of red Medina sandstone with spacious arched openings and wide verandas. The Georgia pine ceiling of the main building is semi-circular; the floors are of concrete and the roofs of red tile. The main building is supplied with a drinking fountain of Medina stone and Tennessee marble and the plumbing in the lavatories is of the most approved quality. The building and verandas contain stationary seats of Georgia pine. The Shelter is a great accommodation to the traveling public.

A photograph of the Shelter is herewith submitted.

#### THE TERMINAL STATION.

The work of constructing the lower Terminal Station for the Inclined Railway was continued during the winter and spring months, and was seriously retarded by the spray and ice. The completed building was accepted by the architects June 9, 1896. It is a substantial stone structure with Gothic roof covered with "Spanish" roofing tiles, cresting and finials of copper. The outside posts are fitted with glazed portable partitions, so that the view on three sides is unobstructed. The Terminal Station is furnished with lavatories, ticket offices for railroad and steamboat, and a covered veranda extends around the three sides of the building. A photograph of the Terminal Station is herewith submitted.

The stone walks leading to the Terminal Station have been rearranged; the structure inclosing the Inclined Railway has been repaired and painted; a new manilla cable and a new steel safety cable have been attached to the cars of the Inclined Railroad; the cars have been thoroughly renovated and the machinery repaired; two drinking fountains have been provided in the Terminal Station, and a telephone service provided between the top and bottom of



the Inclined Railroad. The buildings and machinery are now in good condition. Some uncertainty exists as to the effect of the accumulations of ice on the copper roofing of the Terminal Station.

#### RESTORATION OF THE RIVER SHORE.

The artificial stone walls and cribwork along the river shore between Mill Slip and First street have been removed, and the shore riprapped with very large stones obtained from the excavation on the lands of the Niagara Falls Hydraulic Power and Manufacturing Company. Many of the stones weigh five tons and upwards and are calculated to withstand the great force of the current in that locality. The Inlet Pier for the conduit for the Inclined Railway has also been riprapped so as to conceal the timberwork. The artificial cribwork on the southern shore of Bath Island has been removed and the greater portion of the shore of the island riprapped with large stones in a similar manner. The opportunity of obtaining the stone in sufficient size and quantity is very exceptional and the work done is of a most important and permanent character in protecting the banks from erosion and giving the shores a natural and rustic appearance. The shores have been graded, planted with shrubs and covered with turf, and the formal character of the territory obliterated.

A photograph of the river shore, showing in detail the nature of the work done during the past season, is herewith submitted.

Pockets have also been made in the cribwork along the southern shore of Goat Island and willows and vines planted so as to cover the cribwork and give the shore a more natural appearance. The slope below Bridge street has been top-dressed and planted with native forest trees.

### **RUSTIC WEIR BRIDGE.**

The wooden bridge and iron railing at the overflow of the race-way at First street have been removed and a rustic stone-arched bridge and forest coping constructed. The rustic water-worn stones were collected in the fields in the outskirts of the city. The weir bridge and the rustic bridge and boulder bridge at Willow Island are attractive features along the riverway.

A photograph of the rustic weir bridge is herewith submitted.

### **THE OLD FRENCH LANDING PLACE.**

The pier at "Port Day" has been filled and extended, with material excavated from the hydraulic canal, and a roadway constructed, forming a loop, affording a continuous driveway at the eastern terminus of the Reservation and commanding fine views of the river and the islands. The pond, which the roadway encircles, has been cleansed of all grass and weeds, and will form an attractive feature of the Reservation. A stone-arched bridge with a bay, commanding a fine view of the river, has been constructed over the outlet of the pond. A temporary wooden bridge spans the inlet which admits the stream to produce a current through the pond. The road around the pond has not yet been graded. When it is completed, and the embankment covered with loam and planted, it will add greatly to the attractions of the riverway.

### **ROADS.**

The Mid-way road on Goat Island which was too narrow to allow vehicles to pass conveniently, has been increased in width to 20 feet and macadamized and graded so as to correspond with the road around the island.

The Riverway between First street and Fourth street has been macadamized, and 1,800 yards of gravel obtained from the excavations for the State Park Hotel, at a cost of 10 cents per yard, delivered, have been spread upon the roads on the Riverway, in Prospect Park and on Bath Island.

Stone gutters have been constructed near the Rapids Gate House in Prospect Park, and on the Riverway between Bridge street and Niagara street.

#### **WALKS.**

A gravel walk for the convenience of visitors has been constructed from the Three Sister Islands to the Spring on Goat Island.

A gravel walk according to the plan proposed, has also been constructed from the American Falls to the head of Goat Island.

A gravel walk has been constructed adjacent to the Mid-way Road on Goat Island, from Mill Slip to First street on the mainland, and at Hennepin's View in Prospect Park.

#### **IRON GUARD RAILINGS.**

The large number of wheelmen frequenting Goat Island, and the consequent danger of accident along the high bank, made it necessary to provide additional safeguards.

Six hundred and twenty-five feet of iron railing of the pattern designed by the late Calvert Vaux, have been erected between the Cave of the Winds and the Horseshoe Falls. The standards are set on posts of Medina sandstone, four feet long, embedded in the ground. The iron railing now extends from the American to the Horseshoe Falls.

#### **HENNEPIN'S VIEW.**

The observatory at Hennepin's View, which was in bad condition, has been entirely rebuilt. Landslides from the cliff in that

locality, rendered the site of the old structure unsafe. The new structure has been built further back from the face of the cliff so as to be safe and convenient for visitors.

### **BUILDINGS.**

The office of the Commissioners on Bath Island, and the summer houses in Prospect Park have been repaired and repainted.

The Biddle Stairway at the Cave of the Winds has been repaired.

A band stand has been erected in Prospect Park, and the iron guard railings in Prospect Park, on Goat Island and on Luna Island repainted, and other incidental work performed.

### **ELECTRIC LIGHTING.**

Since June 1, 1896, Prospect Park and the Riverway have been lighted by 20, 2,000 candle-power arc lamps, at a cost of \$50 per month. The poles, arms and wires are the property of the State, and were provided at an additional cost of \$361.70.

Since the electric lights have been provided, visitors can walk or drive with safety in the evening, and the grounds are frequented much more than formerly.

Fifty additional park seats have been provided for the accommodation of visitors.

### **LIBERTY POLE.**

After consultation with the executive committee, consent was given for placing a city liberty pole at the intersection of Falls street and the Riverway, adjacent to the soldiers' monument. A large American flag, visible the entire length of Falls street is hoisted every day, and serves to guide visitors to the entrance to the Reservation.

**THE CLIFF NEAR THE INCLINED RAILWAY.**

The apparently dangerous condition of the cliff adjacent to the Inclined railway, has been mentioned by the superintendent in a previous report. An examination has been made under the direction of the State Engineer and Surveyor, who reports that he is of the opinion that there is no cause for apprehended danger at this time.

The cliff on Goat Island appears to be dangerous in some places, and such portions of the loose rock as are accessible are removed from time to time.

**NUMBER OF VISITORS.**

The number of visitors during the year was below the average and probably did not exceed half a million. The excursion travel fell below that of last year, there being 4,363 railroad cars, carrying an estimated number of 261,780 persons.

A statement of the excursion parties to the reservation during the year is herewith submitted.

**LICENSED CARRIAGE DRIVERS.**

Thirty complaints have been made against licensed carriage drivers during the year. Six drivers have been excluded from the Reservation for violation of the ordinances of the commissioners. The Buffalo and Niagara Falls Electric Railway which brings its passengers to the entrance of the Reservation renders the police supervision of the licensed carriage drivers at that point more difficult.

**THE STEAMBOAT LANDING.**

The ice bridge of the last winter almost entirely destroyed the dock at the steamboat landing. It has been rebuilt in a very sub-

stantial manner by the steamboat company. During the greater part of the season only one boat was used because of the moderate volume of travel. Not as much trouble has been had with low water at the dock as was experienced last year. As a rule the water in the river has been higher than last year, although on several occasions it was very low.

Photographs are herewith submitted of the ledge above the Three Sister Islands at low water, and of the Cave of the Winds as it appeared February 14, 1896, when no water was falling over the central fall between Luna Island and Goat Island, the first instance of the kind ever recorded.

#### **RESERVATION CARRIAGE SERVICE.**

The Reservation carriage service has been in successful operation during the year. The manager of the service is considering the advisability of placing one or more electric carriages in the service.

#### **THE CAVE OF THE WINDS.**

About the average number of tourists visited the Cave of the Winds. As the locality is between the American and the Horseshoe Falls, the view is unparalleled, but the winding stairway leading to it is so unsuitable and fatiguing that very few persons are enabled to enjoy the beauty of the scenery below the high bank, where a walk can be easily made along the edge of the water from the American to the Horseshoe Falls.

The waiting rooms and winding stairway at the Cave of the Winds have received the usual repairs during the year. The dressing rooms are inadequate and unsuitable. Better accommodations should be provided for the traveling public.

The Biddle staircase has been examined and pronounced safe,

but it is old and dilapidated in appearance and affords but a fatiguing method of obtaining the view of the falls from below, it should be replaced by a commodious elevator with a free stair-way attached. Such an elevator operated for a nominal fee of 5 cents up or down would furnish an estimated revenue of \$5,000 a year, which, with the present revenue mainly derived from the Inclined railway, would almost render the Reservation self-sustaining.

### EMPLOYES.

The regular force employed exclusive of laborers consists of 10 men, to wit: One superintendent, 1 clerk, 6 police gatemen and constables, and 2 Inclined railway men; 1 of whom is employed during the summer season only.

The following is a statement of labor employed during the year:

*STATEMENT of number of employes on maintenance and improvement pay-rolls, for the year ending September 30, 1896.*

PAY-ROLLS.	MAINTENANCE.			CHAPTER 932, LAWS 1895.			CHAPTER 950, LAWS 1896.		
	Foreman.	Laborers.	Teamsters.	Gardener.	Laborers.	Teamsters.	Foreman.	Laborers.	Teamsters.
1895.									
October .....	1	27	1	1	1	8	....	....	....
November .....	1	22	11	1	11	....	....	....	....
December .....	1	31	1	....	....	....	....	....	....
1896.									
January .....	1	7	1	....	....	....	....	....	....
February .....	1	8	1	....	....	....	....	....	....
March .....	1	7	1	....	....	....	....	....	....
April .....	1	46	3	....	....	....	....	....	....
May .....	1	24	4	....	....	....	....	....	....
June .....	1	12	1	....	....	....	1	11	1
July .....	1	13	1	....	....	....	1	12	1
August .....	1	23	1	....	....	....	1	13	3
September .....	1	25	1	....	....	....	1	14	4

### WATER SUPPLY.

The mains for water service in Prospect Park and on Goat Island are surface pipes, and the supply is shut off during the winter season. A general plan is needed for an adequate water service for the Reservation grounds and buildings.

### IMPROVEMENTS NEEDED.

The grounds are now graded and planted from Prospect Park to First street. Above First street, the grounds are in practically a natural condition, requiring very little to be done.

The road along the river should be widened, and, in the neighborhood of the Whitney homestead, the road might well be moved to the water's edge, so as to avoid the grade at that point. The present retaining wall might then be removed, and the bank graded down.

Gravel walks are also needed from First street to Port Day, where the loop of the new driveway should be completed.

Shelter buildings are needed at the American Fall and at the Horseshoe Fall, on Goat Island, at which points visitors congregate in large numbers. At times of sudden rainstorms, the present shelters are too far apart for public convenience.

The wooden bridges to the Three Sister Islands, and at Terrapin Point, are old and unsuitable. They should be replaced by structures capable of accommodating the increased number of visitors. If this is not done, in order to guard against the possibility of accident, the present bridges should practically be rebuilt during the coming season.



**RECEIPTS.**

The receipts by the superintendent during the year have been \$4,242.40 from the Inclined railway, and \$1,790 from rentals, making a total of \$6,032.40.

**TABULAR STATEMENTS.**

Detailed statements of the receipts and expenditures of the superintendent, the amount of the pay-rolls for each month and the classification of the pay-rolls and accounts are hereto appended.

Respectfully submitted,

THOMAS V. WELCH,

*Superintendent.*

# EXCURSIONS 1895-1896.

1895.		No. of cars.	No. of visitors.
Oct.	2. Buffalo, N. Y., via steamer Pilgrim....	2	120
	4. Pennsylvania county commissioners ..	9	540
	6. Philadelphia, Pa., via Lehigh Valley Ry. Buffalo, Rochester and Lockport, via West Shore and New York Central..	9 20	540 1,200
	Buffalo, N. Y., via Electric Railway....	34	2,040
	7. American Bottlers' Association conven- tion .....	6	360
	9. Commercial Travelers' convention.....	4	240
	13. Boston, Mass., N. E. Ticket Agents' As- sociation.....	3	180
	Buffalo, N. Y., via trolley.....	16	960
	Buffalo, N. Y., via New York Central Railway.....	10	600
	Rochester, N. Y., via Erie Railway.....	5	300
	16. Washington and Philadelphia, via Le- high Valley Railway.....	8	480
	16. Via Nickel Plate Railway.....	8	480
	17. Beer Brewers' Association convention..	3	180
	Union Veteran Legion.....	6	360
	18. Union Veteran Legion.....	6	360
1896.			
May	7. Buffalo, N. Y., via N. Y. C., W. S. Ry. and trolley.....	30	1,800

1896.		No. of cars.	No. of visitors.
May	S. Lockport, N. Y., Arbor Day Union school. . . . .	42	2,520
	Buffalo, N. Y., via boat. . . . .	4	240
	Jamestown, N. Y., via boat. . . . .	8	480
	Rochester and Lockport, Erie and N. Y. C. Ry. . . . .	10	600
	15. Ticket Brokers' Association convention. . . . .	1	60
	16. Buffalo Field Club. . . . .	4	240
	22. Buffalo Horseshoers' convention. . . . .	2	120
	Cleveland, O., M. E. conference. . . . .	3	180
	24. Buffalo, N. Y., via trolley. . . . .	15	900
	Buffalo, N. Y., via N. Y. C. Ry. . . . .	10	600
	26. Hamilton and St. Catherines, via G. T. Ry. . . . .	14	840
	30. Via W. N. Y. and Pa. Ry. . . . .	10	600
	Brooklyn, N. Y., Hendrickson party. . . . .	2	120
	Rochester, via West Shore Ry. . . . .	8	480
	Buffalo, N. Y., via trolley and rail. . . . .	20	1,200
	Hornellsville, N. Y., via Erie Ry. . . . .	7	420
	Rochester, N. Y., via Erie Ry. . . . .	1	60
	Carbonsdale and Jamestown, via Erie Ry. . . . .	8	480
	31. Buffalo, N. Y., via steamer and rail. . . . .	20	1,200
	Buffalo, N. Y., via Erie Ry. . . . .	10	600
June	6. Toronto, Ont., Masonic Society. . . . .	4	240
	7. Buffalo, N. Y., via Erie Ry. . . . .	2	120
	9. Snidersville, N. Y., public school. . . . .	1	60
	13. Delegates to St. Louis convention. . . . .	10	600
	Toronto, Ont., employes Kean's shoe manufactory. . . . .	8	480

1896.		No. of cars.	No. of visitors.
June	13. Orangeville, Ont., Order of Foresters...	10	600
	Rochester and Buffalo, half-holiday....	6	360
	14. Rochester and Buffalo, via Erie Ry.....	8	480
	Rochester, Buffalo, and Lockport, via N. Y. C. and West Shore.....	25	1,500
	Buffalo, via trolley.....	20	1,200
	Dunkirk, via C. & B. line and trolley....	10	600
	19. Hornellsville A. O. U. W.....	5	300
	Jamestown A. O. U. W.....	7	420
	Via W. N. Y. & P. R. R.....	10	600
	Via Erie Ry., Prescott.....	8	480
	Buffalo, N. Y., Bryant and Stratton College.....	1	60
	20. Buffalo, N. Y., Lovejoy Street M. E. Church.....	8	480
	Toronto, Ont., O'Keefe's brewery em- ployes.....	4	240
	Buffalo, N. Y., via Erie Railway.....	6	360
	21. Syracuse, N. Y., Liederkrantz Society...	4	240
	Buffalo, N. Y., Trolley, N. Y. C. and Erie Railroad.....	33	1,980
	Lockport, N. Y., Erie and N. Y. C. Ry...	9	540
	24. Brooklyn, N. Y., Hendrickson party....	2	120
	Buffalo, N. Y., Married Men's Associa- tion.....	5	300
	25. International League Press Association.	8	480
	Equitable Aid Union.....	12	720
	Epworth League.....	10	600
	White Mountain tourists.....	10	600
	26. Dundas, Ontario, Knox Church Society.	4	240



LOW WATER ABOVE THREE SISTER ISLANDS—NOVEMBER, 1896.





WEIR BRIDGE AT WILLOW ISLAND.





COMMISSIONERS OF THE STATE RESERVATION AT NIAGARA. 33

1896.

		No. of cars.	No. of visitors.
June	26. New York State Pharmaceutical Association . . . . .	5	300
	27. American Association Photographers..	7	420
	Buffalo, N. Y., Half-holiday . . . . .	8	480
	Jamestown, N. Y., via Erie Ry. . . . .	6	360
	Toronto, Ont., via steamer Chippewa . . .	5	300
	28. Buffalo, N. Y., via Erie Ry. . . . .	3	180
	Erie Ry., via. Main line. . . . .	8	480
	Buffalo, N. Y., via trolley . . . . .	20	1,200
	Buffalo, N. Y., via N. Y. C. Ry. . . . .	10	600
	Buffalo, N. Y., via Erie Ry. . . . .	4	240
	29. Lockport, N. Y., via Erie and Central. . .	5	300
	Buffalo, N. Y., via steamer Shrewsbury.	10	600
	Toronto, Ontario, via steamer Empress of India . . . . .	5	300
	30. Lockport, N. Y., Congregational Church.	3	180
	Toronto, Ontario, via steamer Chippewa.	20	1,200
	Chilsonburg, Ontario, Baptist Society..	10	600
July	1. Canada, Dominion Day excursions. . . .	30	1,800
	Buffalo and Cleveland, via steamer and trolley . . . . .	20	1,200
	4. Buffalo, N. Y., via various railroad, trol- ley and steamboats. . . . .	150	9,000
	Buffalo, N. Y., via steamer Shrewsbury.	15	900
	Hornellsville, N. Y., via Erie Ry. . . . .	7	420
	Jamestown, N. Y., via Erie Ry. . . . .	5	300
	5. Brooklyn, N. Y., Hendrickson party. . . .	5	300
	New York city Weinachts "Schiller- bund" . . . . .	10	600
	New York city "Frohlichen" Society..	8	480

1896.		No. of cars.	No. of visitors.
July	5. New York city "Kreutzner Quartette".	9	540
	Buffalo, N. Y., via N. Y. C. Ry., and trol- ley . . . . .	90	5,400
	Rochester, Lockport, Syracuse and Jamestown, via N. Y. C. Ry. . . . .	50	3,000
	Buffalo, N. Y., via steamer Harrison . . .	12	720
	Buffalo, N. Y., via Erie Ry. . . . .	6	360
	Jamestown, N. Y., via Erie Railroad . . .	4	240
	7. Cleveland, Ohio, via C & B Line. . . . .	8	480
	Tonawanda, N. Y., M. E. Church. . . . .	3	180
	National Teachers' Association. . . . .	15	900
	8. Davisville, Ontario, via steamer Chip- pewa . . . . .	6	360
	Brantford, Ontario, via C. H. & D Ry. . .	6	360
	Buffalo, N. Y., via steamer Harrison . . .	2	120
	Buffalo, N. Y., via Erie Ry. . . . .	3	180
	9. Buffalo, N. Y., National Teachers' Asso- ciation . . . . .	25	1,500
	Buffalo, N. Y., reunion One Hundred and Sixteenth Regiment New York State Volunteers. . . . .	8	480
	Erie, Pa., First Presbyterian Church. . .	8	480
	Buffalo, N. Y., Holy Trinity Church. . . .	7	420
	Buffalo, N. Y., Covenant Church. . . . .	7	420
	8. Buffalo, N. Y., Nat'l Educational Conv. .	60	3,600
	Buffalo, N. Y., via steamer Harrison . . .	15	900
	9. Buffalo, N. Y., school teachers' excursion	6	360
	Buffalo, N. Y., school teachers' excursion	10	600
	10. Toronto, Ont., M. E. Church. . . . .	8	480
	Buffalo, N. Y., per steamer "Idle Hour".	6	360

1896.

		No. of cars.	No. of visitors.
July	10. Buffalo, N. Y., N. E. A. teachers.....	30	1,800
	11. Buffalo, N. Y., Saturday half holiday...	10	600
	Buffalo, N. Y., N. E. A. convention.....	20	1,200
	12. Buffalo, N. Y., via steamer Shrewsbury.	4	240
	Buffalo, N. Y., via Erie Ry.....	5	300
	Cleveland, O., via C. & B. line.....	10	600
	Rochester and Lockport via Erie and New York Central.....	15	900
	Buffalo via N. Y. C., trolley and steamer.	100	6,000
	13. Buffalo via steamer Harrison.....	2	120
	14. Buffalo via steamer Shrewsbury.....	3	180
	Brantford, Ont., via G. T. Ry.....	6	360
	New York City Baptist Y. P. Union....	2	120
	Brantford, Brant Avenue M. E. Church.	5	300
	Buffalo, N. Y., Trained Nurses.....	2	120
	Buffalo, N. Y., via steamer Idle Hour...	3	180
	15. Buffalo, N. Y., Del. Nat. Hardware Merch. ....	5	300
	Hamilton, Ont., via C. H. & D. Ry.....	15	900
	Hamilton, Mich., via M. C. Ry.....	16	960
	Buffalo, N. Y., via steamer Shrewsbury.	5	300
	Toronto, Ont., via steamer Chippewa...	5	300
	17. Toronto, Ont., Broadway Tabernacle Church.....	7	420
	Buffalo, N. Y., New York State Bankers.	5	300
	Cleveland, O., Buckeye Press Ass'n....	4	240
	Employes, Michigan Central.....	20	1,200
	St. Thomas, Ont.....	16	960
	Detroit, Mich., Michigan Central em- ployes.....	4	240

1896.		No. of cars.	No. of visitors.
July	17. Buffalo, N. Y., via steamer Harrison...	2	120
	Toronto, Ont., via steamer Chippewa...	5	300
	18. Paris, Ont., employes woolen works.....	8	480
	Hamilton, Ont., employes wire works...	8	480
	Erie, Pa., C. M. B. A.....	6	360
	Western New York and Pa. Ry.....	8	480
	Buffalo, N. Y., Orpheus Singing Society.	6	360
	Buffalo, N. Y., half holiday.....	10	600
	Buffalo, N. Y., via steamer Harrison...	3	180
	Toronto, Ont., via Empress of India....	15	900
	19. Buffalo, N. Y., via Erie Ry.....	6	360
	Buffalo, N. Y., via steamer Shrewsbury.	5	300
	Cleveland, O., via C. & B. line.....	8	480
	Toronto, Ont., Canadian Catholic For- esters .....	2	120
	Buffalo, Rochester and Lockport, via N. Y. C. Ry., trolley and steamer.....	90	5,400
	20. Toronto, Ont., First Baptist Church....	3	180
	21. Toronto, Ont., Queen St. M. E. Church..	3	180
	W. N. Y. & Pa. Ry., Newton's excursion.	8	480
	Cleveland, O., special party.....	6	360
	National Union Convention.....	2	120
	Rochester, N. Y., via Erie Ry.....	5	300
	Buffalo, N. Y., via steamer Harrison....	2	120
	22. Dundas, Ont., via C. H. & B.....	12	720
	Toronto, Ont., via steamer Chippewa..	5	300
	Staford, LeRoy & Batavia, via Erie.....	8	480
	Buffalo, N. Y., Paper Makers' conv....	5	300
	23. Toronto, Ont., wholesale and retail grocers .....	10	600

1896.

		No. of cars.	No. of visitors.
July	23. Dundas, Ont., First Baptist Church....	8	480
	Springwater, N. Y., via Erie Ry.....	8	480
	LeRoy, N. Y., Baptist Church .....	8	480
	Toronto, Ont., wholesale and retail con- fectioners .....	8	480
	24. Owen Sound, Ont., Ind. Order Foresters.	6	360
	Canadian Order Railway Cond.....	8	480
	25. Boston, Mass., special party.....	8	480
	Chautauqua .....	16	960
	Buffalo, N. Y., special trolley party....	6	360
	Buffalo, N. Y., half holiday.....	32	1,920
	Buffalo, N. Y., via steamer Harrison....	2	120
	Toronto, Ont., Watson's Candy Manufac- tory .....	3	180
	26. Buffalo, N. Y., via steamer Shrewsbury.	11	660
	Carbondale, Pa., via Erie Ry. (two sec- tions) .....	23	1,380
	Buffalo, N. Y., via Erie Ry.....	5	300
	Buffalo, N. Y., via trolley.....	60	3,600
	L. S. & M. S. Ry.....	10	600
	Buffalo, N. Y., via steamer Idle Hour..	8	480
	Buffalo, Rochester and Lockport, via N. Y. C. and Erie Ry.....	20	1,200
	27. Toronto, Ont., Christie Brown Bisquit Mfg. Co .....	16	960
	Brantford, Ont., Union Churches.....	10	600
	Buffalo, N. Y., via steamer Harrison..	3	180
	28. Ottawa, Ont., via G. T. Ry.....	12	720
	Buffalo, N. Y., via steamer Shrewsbury.	5	300
	29. West Shore Ry. excursion along line...	8	480

1896.		No. of cars.	No. of visitors.
July	29. Oskawa, Ont., Odd Fellows and Foresters .....	10	600
	30. Cleveland and Columbus, O., via C., C., C. and St. L. Ry .....	16	960
	Philadelphia, Pa., via Lehigh Val. Ry..	14	840
	Western N. Y. and Pa. Ry .....	8	480
	31. Toronto, Ont .....	6	360
	Toronto, Ont., via G. T. Ry.....	6	360
Aug.	1. Toronto, Ont., "Order True Blues," Orange Lodge .....	8	480
	Buffalo, N. Y., half holiday.....	20	1,200
	Toronto, Ont., Machinists and Molders' Union .....	7	420
	Stratford, Ont., Foresters, via G. T. Ry.	12	720
	Buffalo, N. Y., via steamer Shrewsbury.	8	480
	2. Buffalo, N. Y., via Erie Ry.....	5	300
	Buffalo, N. Y., via steamer Harrison...	10	600
	Pittsburg, Pa., via B., R. and P. Ry....	10	600
	Bradford, Pa., via West. N. Y. and Pa.	6	360
	Buffalo, N. Y., via trolley .....	20	1,200
	Buffalo, Rochester and Lockport, via N. Y. C. R. R.....	20	1,200
	Buffalo, N. Y., via steamer Idle Hour..	5	300
	3. Toronto, Ont., wholesale and retail stationers .....	3	180
	Hamilton, Ont., Sons of Scotland.....	8	480
	3. Hamilton Ontario, Masonic Society....	9	540
	Buffalo, N. Y., via steamer Shrewsbury.	2	120
	Barry, Ontario, via Portsmouth.....	2	120
	5. Pike, N. Y., Odd Fellows, via Erie Ry..	6	360

1896.

		No. of cars.	No. of visitors.
Aug.	5. Leroy, N. Y., Union Churches.....	7	420
	Meadville, Pa., via W. N. Y. and Penn. Ry.....	8	480
	Port Perry, Ontario, Fire Brigade.....	9	540
	Port Perry, Ontario, Methodist and Bap- tist Churches.....	7	420
	Buffalo, N. Y., via steamer Harrison...	10	600
	Hornellsville, N. Y., via Erie Ry.....	5	300
	Rochester, N. Y., via Erie Ry.....	4	240
	Jamestown, N. Y., via Erie Ry.....	4	240
	Gowanda, N. Y., Presbyterian Church..	8	480
	Batavia and Leroy, N. Y., via N. Y. C. R. R.....	10	600
	6. Buffalo, N. Y., via steamer Shrewsbury.	4	240
	Mahora, Ontario, via steamer Chicora..	10	600
	Toronto, Ontario, St. Mary's Catholic Church.....	7	420
	East Aurora, N. Y., Union Churches...	8	480
	Big Four Ry.....	10	600
	Buffalo, N. Y., Odd Fellows.....	9	540
	7. Buffalo, N. Y., Odd Fellows.....	15	900
	Toronto, Ontario, liquor distillers.....	6	360
	Lake Erie & Western Ry., along line (three sections).....	32	1,920
	Boston, Mass., Raymond party.....	2	120
	Buffalo, N. Y., via steamer Shrewsbury.	3	180
	8. Charlotte, N. Y., via R., W. & O. Ry....	14	840
	Rochester, N. Y., via West Shore Ry...	14	840
	Kent, Ohio, via steamboat and trolley..	10	600
	R., W. & O. Ry., along line, harvest ex- cursion.....	26	1,560

1896.		No. of cars.	No. of visitors.
Aug.	8. Buffalo, N. Y., half holiday.....	20	1,200
	B., N. Y. & Penn. Ry., along line.....	9	540
	Cincinnati, Ohio, Germania Singing Club.....	4	240
	Buffalo, N. Y., Odd Fellows Convention.	6	360
	Buffalo, N. Y., Christian Endeavor Con- vention.....	10	600
	9. Buffalo, N. Y., via steamer Shrewsbury.	10	600
	Buffalo, N. Y., via Erie Ry.....	6	360
	Buffalo, N. Y., via Central Ry.....	15	900
	Buffalo, N. Y., via trolley.....	30	1,800
	Buffalo, N. Y., via Erie Ry.....	4	240
	Buffalo, N. Y., via Steamer Idle Hour..	10	600
	Rochester, N. Y., via West Shore.....	8	480
	Syracuse, N. Y., via N. Y. C. Ry.....	8	480
	10. Lake Simcoe, Ontario, "Arc Line Home Circle".....	7	420
	Toronto, Canada, civic holiday.....	12	720
	Buffalo, N. Y., special trolley party....	6	360
	St. Thomas, Toronto and Woodstock civic holiday excursion.....	35	2,100
	11. Dunkirk, N. Y., St. Mary's Seminary..	6	360
	Chautauqua.....	10	600
	Fort Niagara celebration.....	25	1,500
	Canandaigua National Science Camp..	2	120
	Auburn, N. Y., Hop Growers Picnic....	10	600
	Milton, Ontario, Union Sunday School..	8	480
	Western N. Y. and Penn. Ry., along line.....	9	540
	New York State Hotel Men, Convention.	4	240



1896.		No. of cars.	No. of visitors.
Aug.	11. Buffalo, N. Y., via steamer Shrewsbury.	3	180
	12. Coburg and Port Hope, Ont., Foresters.	12	720
	Plon, Ont., via G. T. Ry.....	1	60
	Buffalo, N. Y., via Steamer Shrewsbury.	2	120
	13. Buffalo, N. Y., Sisters of Charity.....	4	240
	Bradford Ont., Fire Department and friends.....	6	360
	Lockport, N. Y., German Lutheran Church.....	6	360
	St. Thomas, Ont., Board of Trade and friends.....	6	360
	Cincinnati, Ft. Wayne and Peoria, L. E. & W. Ry.....	12	720
	Branton, Ont., via Steamer Chippewa..	7	420
	Toronto, Ont., Knight Street Methodist Church.....	6	360
	Buffalo, N. Y., via Steamer Shrewsbury.	3	180
	14. Galt, Ont., Civic holiday.....	6	360
	Washington and Philadelphia, special party.....	17	1,020
	Cincinnati, O., via L. E. and Western Ry.	10	600
	15. Buffalo, N. Y., via Steamer Shrewsbury.	5	300
	Toronto, Ont., via Steamer Chippewa..	3	180
	Chautauqua, N. Y.....	9	540
	Buffalo, N. Y., via N. Y. C. & West Shore Ry.....	20	1,200
	16. Jamestown, N. Y., Pancius Singing Club.....	8	480
	Lake Shore and M. S. Ry., along line...	8	480
	Pittsburg, Pa., via B. R. & P. Ry.....	9	540

1896.		No. of cars.	No. of visitors.
Aug.	16. Rochester and Syracuse, via N. Y. C. ....	10	600
	Bradford, Pa., Western N. Y. & Pa. ....	8	480
	Cleveland, O., via steamer and trolley ..	8	480
	Buffalo, N. Y., via trolley. ....	20	1,200
	Buffalo, N. Y., via N. Y. C. Ry. ....	15	900
	Cleveland, O., via Erie Ry. ....	8	480
	Buffalo, N. Y., via Erie Ry. ....	3	180
	Rochester, N. Y., Poland Singing Club ..	4	240
	Buffalo, N. Y., via Steamer Shrewsbury.	6	360
	18. Buffalo, N. Y., via Steamer Shrewsbury.	1	60
	Burlington, Ont., via G. T. Ry. ....	4	240
	Binghamton, N. Y., via Erie Ry. ....	9	540
	Nickel Plate Ry., along line. ....	12	720
	Western N. Y. and Pa., along line. ....	10	600
	Erie Ry., along line. ....	10	600
	17. London, Ont., Civic holiday. ....	10	600
	Canada, G. T. Ry., employes. ....	8	480
	19. Clarkson, Ont., A. O. U. W. ....	6	360
	Lockport, N. Y., firemen en route. ....	6	360
	Buffalo, N. Y., W. C. T. U. ....	5	300
	Bradford, Pa., via Western N. Y. and Pa. Ry. ....	5	300
	L. S. and M. S. Ry., Y. M. C. A. ....	6	360
	21. St. Catherines, Ont., via G. T. Ry. ....	1	60
	Buffalo, N. Y., via Steamer Shrewsbury.	3	180
	Yonkers, N. Y., Fire Department and friends. ....	6	360
	East Aurora, N. Y., Union Churches ...	6	360
	Cattaraugus, Co., Farmers Picnic. ....	10	600
	Toronto, Ont., A. O. U. W. lodges. ....	8	480

1896.

	No. of cars.	No. of visitors.
Aug. 21. Lockport, N. Y., State Firemen's Con- vention.....	12	720
St. Louis, Mo., via Wabash Ry., and C. & B. line.....	10	600
Western N. Y. and Penn. Ry., along line.	9	540
Georgetown, Ontario.....	9	540
22. Stratford, Ontario, via Grand Trunk Ry. (three sections).....	20	1,200
Toronto, Canada, via Grand Trunk Ry., Coleman Safe Works.....	8	480
Buffalo, N. Y., via steamer Shrewsbury.	11	660
Reunion Col. P. A. Porter's Regiment, Eighth New York Heavy Artillery...	6	360
Society of Engineers' Convention.....	2	120
17. Buffalo, via steamer Shrewsbury.....	2	120
18. Buffalo, via steamer Shrewsbury.....	2	120
Lockport, Pine Street Lutheran Church.	10	600
23. New York city Schlichlenzer Club.....	2	120
Rochester and Syracuse, via N. Y. C. Ry.	20	1,200
Buffalo, via N. Y. C. Ry.....	15	900
Buffalo, via trolley.....	20	1,200
Buffalo, via steamboat.....	5	300
Cleveland, Ohio, via C. & B. line.....	10	600
24. Pittsburg, Pa., Comm. Ry. Agency.....	2	120
Buffalo, N. Y., via trolley, special.....	4	240
26. Buffalo, N. Y., via trolley, special.....	6	360
Cleveland, Ohio, via C. & B. line.....	8	480
Toronto, Ontario.....	7	420
Buffalo, N. Y., via steamer Shrewsbury.	1	60
27. Buffalo, N. Y., via steamer Shrewsbury.	2	120

1896.		No. of cars.	No. of visitors.
Aug.	27. Cleveland, Ohio, Knights Pythias.....	6	360
	Del., Lack. & West. Ry., along line.....	14	840
	28. Washington, D. C., special party.....	8	480
	Philadelphia, Pa., special party.....	8	480
	Buffalo, N. Y., via trolley, special party.	5	300
	29. Reunion Twenty-third Independent Bat- tery New York Volunteers.....	2	120
	American Association Advancement Science Convention.....	6	360
	Lehigh Valley Ry., along line.....	12	720
	Buffalo, N. Y., half-holiday excursion...	20	1,200
	Ohio and Indiana, via Nickel Plate Ry..	20	1,200
	Erie Ry., along line.....	10	600
	Buffalo, N. Y., Knights Pythias.....	8	480
	Cleveland, Ohio, via C. & B. line.....	8	480
	Cleveland, Ohio, via L. S. & M. S. Ry...	10	600
	St. Paul, Minn., G. A. R., en route.....	10	600
	Rochester and Syracuse, via N. Y. C. and W. S. Ry.....	15	900
	Buffalo, N. Y., via trolley.....	25	1,500
	West. N. Y. and Penn. Ry., along line..	9	540
	Buffalo, N. Y., via steamer Shrewsbury.	2	120
	30. Buffalo, N. Y., via steamer Shrewsbury.	7	420
	Jamestown, N. Y., via Erie Ry.....	2	120
	31. Buffalo, N. Y., via steamer Shrewsbury.	2	120
	Baltimore, Md., Iron Hall Underwriters.	1	60
Sept.	2. West Seneca, N. Y., St. Patrick's S. S..	2	120
	Buffalo, N. Y., National Association State Engineers .....	6	360
	Buffalo, N. Y., U. S. Veterinary Medical Association .....	5	300

1896.

		No. of cars.	No. of visitors.
Sept.	2. Buffalo, N. Y., via steamer Shrewsbury.	3	180
	Jamestown, N. Y., via Erie Ry.....	5	300
	3. Buffalo, N. Y., via steamer Shrewsbury.	5	300
	5. Buffalo, N. Y., via steamer Shrewsbury.	5	300
	Brooklyn, N. Y., via Erie Ry.....	9	540
	6. New York, N. Y., via Erie Ry.....	9	540
	Buffalo, N. Y., via steamer Shrewsbury.	7	420
	New York, N. Y., Co. B, 71st Regiment..	1	60
	Cleveland, O., via C. and B. line.....	8	480
	Pittsburg, Pa., via Allegany Valley Ry.	10	600
	Buffalo, N. Y., via trolley .....	20	1,200
	Buffalo, N. Y., via N. Y. C. and West Shore Ry .....	10	600
	Boston, Mass., Cook's tourist party....	3	180
	Brooklyn, N. Y., Hendrickson party...	3	180
	Li Hung Chang party.....	1	60
	7. Labor day excursion, via N. Y. C. R. R..	25	1,500
	Labor day excursion, via West Shore R. R .....	20	1,200
	Labor day excursion, via Erie R. R....	10	600
	Labor day excursion, via R., W. and O. R. R .....	10	600
	Labor day excursion, via W. N. Y. and Penn. R. R.....	10	600
	Buffalo, N. Y., via steamer Idle Hour..	10	600
	Cleveland, O., via C. and B. line.....	10	600
	Buffalo, N. Y., via trolley.....	50	3,000
	8. Erie Ry., via main line.....	24	1,440
	Western N. Y. and Penn. Ry. along line.	12	720
	Buffalo, N. Y., Deaf and Dumb Institute.	1	60

1896.

		No. of cars.	No. of visitors.
Sept.	8. American Road Masters Ass'n Conv...	4	240
	Ellicottville, N. Y., Union Churches...	5	300
	Cleveland, O., via steamer Shrewsbury.	5	300
	Erie Ry., via along line.....	41	2,460
	11. American Society Ry. Supts. Conv....	5	300
	Michigan Press Ass'n Convention.....	4	300
	Toronto, Ont., via Erie Ry.....	2	120
	Toronto, Ont., via steamer Chippewa..	9	540
	Toronto Road Masters, via steamer Chip- pewa .....	5	300
	Buffalo, N. Y., via steamer Shrewsbury.	1	60
	Detroit, Mich., Press Association.....	4	240
	13. Pittsburgh, Pa., via B. R. and Pitts. Ry.	10	600
	Watertown, N. Y., via R., W. and O., 39th Separate Co .....	4	240
	Buffalo, N. Y., via C. and B. line.....	6	360
	Buffalo, N. Y., via N. Y. C. R. R.....	15	900
	Buffalo, N. Y., via trolley .....	24	1,440
	Rochester, N. Y., via West Shore.....	9	540
	L. S. and M. S. Ry., via along line.....	10	600
	15. Pittsburgh, Pa., via B. R. and Pitts. Ry.	8	480
	Insurance Union Convention.....	4	240
	16. Democratic Delegates to State Conv..	6	360
	Buffalo, N. Y., via steamer Shrewsbury.	12	720
	17. Buffalo, N. Y., via National Builders' Association .....	12	720
	19. Buffalo, N. Y., American Public Health Association .....	4	240
	20. Johnsonburg, via Erie Ry.....	12	720
	Philadelphia, Pa., via Lehigh Valley...	8	480

1896.		No. of cars.	No. of visitors.
Sept. 20.	Buffalo, N. Y., via trolley.....	10	600
	Buffalo and Rochester, via West Shore and N. Y. C.....	12	720
	Carbondale, Pa., via Erie Ry.....	10	600
	Buffalo, N. Y., via Erie Ry.....	2	120
	Buffalo, N. Y., via steamer Shrewsbury.	2	120
	Buffalo, N. Y., Board of Health Commis- sioners.....	7	420
22.	Binghamton, N. Y., via Del. & Lack. Ry.	5	300
	Niagara on the Lake, from encampment Canada Militia.....	6	360
28.	Agents Metropolitan Life Insurance Co., Convention.....	6	360
		<hr/> 577	<hr/> 34,620
		<hr/>	<hr/>

# RECAPITULATION.

	No. of cars.	Est. visitors.
1895. October.....	149	8,940
1896. May.....	229	13,740
June.....	379	22,740
July.....	1,558	93,480
August.....	1,471	88,260
Setember.....	577	34,620
		<hr/> 4,363
		<hr/> 261,780
		<hr/>

THE COMMISSIONERS OF THE STATE RESERVATION AT  
 NIAGARA, IN ACCOUNT WITH HENRY E. GREGORY,  
 TREASURER.

1895.

Oct.	1. Balance on hand this date.....	\$3,330 56
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RECEIPTS.

Oct.	24. Quarterly advance from the State Comptroller for main- tenance .....	\$6,250 00
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1896.

Jan.	15. Quarterly advance from the State Comptroller for main- tenance .....	6,250 00
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April	22. Quarterly advance from the State Comptroller for main- tenance .....	6,250 00
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July	25. Quarterly advance from the State Comptroller for main- tenance .....	6,250 00
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25,000 00

Special appropriation as per chapter 932, Laws  
 of 1895:

1895.

Oct.	11. Payment by State Comp- troller on account.....	\$903 45
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Nov.	2. Payment by State Comp- troller on account.....	2,838 50
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	14. Payment by State Comp- troller on account.....	674 75
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SHORE BELOW WILLOW ISLAND.





SHELTER GOAT ISLAND.



1895.

Nov. 21. Payment by State Comptroller on account..... \$2,788 83

Dec. 11. Payment by State Comptroller on account..... 926 33

1896.

Jan. 10. Payment by State Comptroller on account..... 73 50

23. Payment by State Comptroller on account..... 5,997 53

29. Payment by State Comptroller on account..... 302 36

March 10. Payment by State Comptroller on account..... 60 00

May 8. Payment by State Comptroller on account..... 56 00

June 9. Payment by State Comptroller on account..... 20 00

20. Payment by State Comptroller on account..... 2,788 82

\$17,430 07

Special appropriation as per chapter 950, Laws of 1896:

1896.

July 8. Payment by State Comptroller on account..... \$496 75

18. Payment by State Comptroller on account..... 709 75

Aug. 12. Payment by State Comptroller on account..... 996 34

Sept. 9. Payment by State Comptroller on account..... 738 38

2,941 22

1895.

Nov.	2. Draft on Bank of Niagara for	
	October receipts.....	\$197 40
Dec.	2. Draft on Bank of Niagara for	
	November receipts .....	34 90
	31. Draft on Bank of Niagara for	
	December receipts .....	20 15

1896.

Feb.	1. Draft on Bank of Niagara for	
	January receipts .....	222 35
March	2. Draft on Bank of Niagara for	
	February receipts .....	70 70
	31. Draft on Bank of Niagara for	
	March receipts .....	71 60
May	2. Draft on Bank of Niagara for	
	April receipts .....	57 20
June	1. Draft on Bank of Niagara for	
	May receipts .....	247 95
	30. Draft on Bank of Niagara for	
	June receipts .....	431 25
Aug.	1. Draft on Bank of Niagara for	
	July receipts .....	1,296 40
Sept.	1. Draft on Bank of Niagara for	
	August receipts .....	1,772 70
	30. Draft on Bank of Niagara for	
	September receipts .....	1,609 80

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\$6,032 40

1896.

Jan.	21. Dividend on deposits in Cataract Bank.	28 34
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1895.

Dec.	31. Interest on balances in Manu- facturers and Traders' Bank .....	\$30 05
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1896.

March 31.	Interest on balances in Manu- facturers and Traders' Bank .....	\$29 12	
June 30.	Interest on balances in Manu- facturers and Traders' Bank .....	34 34	
Sept. 30.	Interest on balances in Manu- facturers and Traders' Bank .....	24 84	
			\$118 35
Total.....			<u>\$54,880 94</u>

## EXPENDITURES.

Date.	No. of Abstract.	No. of Voucher.		Amount.	Total.
1895.					
Oct. 15..	XCV .....	1233	Hardwicke & Co., hardware, etc.....	\$35 74	
		1234	Hardwicke & Co., hardware, etc.....	10 48	
		1235	George E. Wright, carpenter's work.....	369 38	
		1236	John Irwin & Co., work on electric bells.....	11 26	
		1237	P. J. Davy, plumbing.....	9 89	
		1238	F. W. Oliver Co., hardware.....	1 40	
		1239	William F. Wall Rope Co., cable.....	142 49	
		1240	George Haeberle, repairs.....	35 29	
		1241	E. O. Babcock, stationery.....	20 88	
		1242	P. C. Flynn & Son, painting.....	29 25	
22..	.....	1243	Milton C. Johnson & Co., stationery.....	27 13	
24..	.....	1244	Henry E. Gregory, treasurer and secretary, office and other expenses.....	105 65	
		1245	Alexander Henschel, office expenses.....	12 30	
		1246	Pay-roll for October.....	1,966 79	
Nov. 2..	.....	1247	Thomas V. Welch, superintendent, office expenses.....	35 74	
8..	.....	1248	E. H. Cannon, stove.....	35 05	
2..	.....	1249	Pay-roll for November.....	1,410 41	
		1250	Thomas V. Welch, superintendent, office expenses.....	29 76	
		1251	Supplementary pay roll.....	614 76	
		1252	Colman Nee, stone for road.....	127 00	
Dec. 2..	.....	1253	John Sullivan, stone for road.....	144 00	
		1254	Timothy Horan, stone for road.....	237 00	
		1255	D. Phillips, excavating, etc.....	718 35	
		1256	Pay-roll.....	334 50	
13..	.....	1257	Colman Nee, repairs to road on Goat Island.....	10 00	
		1258	James O'Brien, repairs to road on Goat Island.....	45 00	
		1259	John Beagan, repairs to road on Goat Island.....	63 00	
		1260	Cornelius Burnus, repairs to road on Goat Island.....	99 00	
		1261	W. A. Philpott, carpentering.....	12 50	
17..	.....	1262	George E. Wright, repairs, etc.....	17 18	
		1263	William Shepard & Son, mason work on bridges.....	28 00	



1264		Mackworth Bros. Co., repairing roofs.....	9 30
1265		Thomas E. McGarigle, repairing tools.....	23 88
1266		Thomas E. McGarigle, repairing tools.....	11 91
1267		Hardwieke & Co., hardware, etc.....	50 62
1268		Hardwieke & Co., hardware, etc.....	34 04
1269	Dec. 31..	Henry E. Gregory, treasurer and secretary, salary three months.....	275 00
1270		Alexander Henschel, clerk to president.....	25 00
1271		Pay-roll for December.....	1,155 29
1272		Thomas V. Welch, superintendent, office expenses.....	47 55
1273		Henry E. Gregory, treasurer and secretary, office expenses.....	25 36
1274	1896.	William Hamilton, commissioner, traveling expenses.....	82 03
1275	Jan. 3..	George Haeberle, repairs.....	95 97
1276	17..	George Haeberle, repairs.....	43 81
1277		Pay roll for January.....	1,249 54
1278	Feb. 3..	Thomas V. Welch, superintendent, office expenses.....	34 46
1279		Pay-roll for February.....	1,140 17
1280	March 2..	Thomas V. Welch, superintendent, office expenses.....	49 76
1281		Maloney & McCoy, ice.....	59 40
1282	6..	Howard Iron Works, cast steel rope.....	57 75
1283		F. W. Oliver Co., repairs.....	6 91
1284		Hardwieke & Co., tools, etc.....	8 12
1285		Hardwieke & Co., tools etc.....	25 37
1286		Hardwieke & Co., repairing inclined railway car.....	3 53
1287	March 31..	Henry E. Gregory, treasurer and secretary, salary three months.....	275 00
1288		Pay-roll for March.....	1,176 79
1289		Thomas V. Welch, superintendent, office expenses.....	47 99
1290		Henry E. Gregory, treasurer and secretary, office expenses.....	19 90
1291		William Shepard & Son, inclined railway repairs.....	18 45
1292		McDonald & Welch, coal.....	102 50
1293		F. W. Oliver Co., repairs.....	14 10
1294		P. C. Flynn & Son, painting.....	74 50
1295	May 1..	Pay roll for April.....	1,997 91
1296		Thomas V. Welch, superintendent, office expenses.....	49 85
1297	May 18..	George Haeberle, repairs, etc.....	37 27
1298		William Hamilton, commissioner, traveling expenses.....	37 47

\$6,868 93

1,528 20

2,856 82

1,729 23

## EXPENDITURES—(Continued).

Date.	No. of Abstract.	No. of Voucher.		Amount.	Total.
1896.					
May 18..	.....	1299	Hardwicke & Co., hardware, etc.	\$7 27	
		1300	Power City Lumber Co., lumber.	7 50	
		1301	Power City Lumber Co., lumber.	22 01	
		1302	Frederick Batchelor, seed.	27 00	
		1303	Hardwicke & Co., repairs, etc.	138 39	
		1304	R. D. Young, gravel.	180 00	
June 1..	.....	1305	Pay-roll for May.	1,497 42	
		1306	Thomas V. Welch, superintendent, office expenses, etc.	28 18	
		1307	Supplementary pay-roll.	428 50	
5..	.....	1308	Niagara Sand Co., gravel.	24 41	
		1309	Braas Bros., repairs.	113 94	
		1310	P. C. Flynn & Son, painting.	103 98	
		1311	George E. Wright, repairs.	30 75	
		1312	P. J. Davy, plumbing.	35 53	
		1313	J. L. Shepard & Co., mason work, etc.	90 22	
30..	.....	1314	Hardwicke & Co., hardware.	45 03	
		1315	Pay-roll for June.	1,404 91	
		1316	Thomas V. Welch, superintendent, office expenses, etc.	40 69	
		1317	Henry E. Gregory, treasurer and secretary, salary three months.	275 00	
		1318	Thomas V. Welch, superintendent office expenses.	99 67	
		1319	Peter Henderson & Co., tools.	9 00	
		1320	J. L. Shepard & Co., roads and walks.	61 55	
		1321	Hardwicke & Co., hardware, etc.	129 11	
		1322	P. C. Flynn & Son, painting.	455 80	
		1323	Braas Brothers, repairs.	50 47	
		1324	Braas Brothers, carpenter's work.	46 02	
Aug. 1..	C .....	1325	Pay-roll for July.	1,475 67	
		1326	Thomas V. Welch, superintendent, office expenses, etc.	49 95	
8..	.....	1327	Howard Iron Works, park settees.	200 00	
		1328	Thomas E. McGarigle, tools, etc.	9 86	
					\$7,474 85



## PAYMENTS OUT OF \$20,000, AS PER CHAPTER 932, LAWS OF 1895.

Date.	Series F.		Amount.	Total.
1895.				
Oct. 14..	II.....	14 Pay-roll.....	\$691 75	
		15 Dennis McDonald, inspector.....	100 00	
		16 Estate of John Johnson, repairs of tools.....	35 20	
		17 William Shepard & Son, mason work.....	31 50	
		18 Peter Henderson & Co., grass seed.....	45 00	
Nov. 2..		19 William Shepard & Son, shelter building.....	2,838 50	
14..		20 Pay-roll.....	566 75	
		21 Dennis McDonald, inspector.....	108 00	
21..		22 R. D. Young, terminal station.....	2,788 83	
Dec. 11..		23 Pay-roll.....	487 50	
		24 Ellwanger & Barry, shrubs.....	250 18	
		25 Ellwanger & Barry, shrubs.....	58 15	
		26 Ellwanger & Barry, shrubs.....	26 50	
		27 Dennis McDonald, inspector.....	104 00	\$8,131 86
1896.				
Jan. 10..	III.....	28 Samuel Parsons, Jr., landscape architect, traveling expenses.....	26 50	
		29 Theodore Wirth, landscape gardener, traveling expenses.....	47 00	
23..		30 William Shepard & Son, shelter building.....	2,838 50	
		31 William Shepard & Son, shelter building.....	350 21	
		32 R. D. Young, terminal station.....	2,788 82	
		33 D. McDonald, inspector.....	20 00	
Jan. 29..		34 Vaux & Emery, shelter building.....	176 36	
		35 Marshall L. Emery, traveling expenses.....	74 25	
		36 Downing Vaux, traveling expenses.....	51 75	
Mar. 12..		37 Dennis McDonald, inspector.....	60 00	6,433 39
May 8..	IV.....	Dennis McDonald, inspector.....	56 00	
June 10..		Dennis McDonald, inspector.....	20 00	
25..		Robert D. Young, terminal station.....	2,788 82	2,864 82

PAYMENTS OUT OF \$10,000, AS PER CHAPTER 950, LAWS OF 1896.

July	8..	Series G.		
	I.....	1	Pay-roll.....	496 75
	23..	2	R. D. Young, terminal station.....	563 27
		3	Vaux & Emery, terminal station.....	146 48
Aug.	13..	4	Pay-roll.....	543 13
		5	Kearney & Barrett, iron railing.....	284 40
		6	James Reynolds, iron railing.....	58 56
		7	J. L. Shepard & Co., mason work.....	110 25
Sept.	12..	8	Pay-roll.....	540 88
		9	Jackson Architectural Iron Works, iron railing.....	35 00
		10	W. A. Shepard, mason work.....	52 50
		11	P. J. Davy, iron railing.....	110 00
				2,941 22

REMITTANCES TO THE STATE TREASURER.

1895.	Nov. 2..	Draft for October receipts.....	\$197 40
	Dec. 2..	Draft for November receipts.....	34 90
	31..	Draft for December receipts.....	20 15
1896.	Feb. 1..	Draft for January receipts.....	222 35
	March 2..	Draft for February receipts.....	70 70
	31..	Draft for March receipts.....	71 60
May	2..	Draft for April receipts.....	57 20
June	1..	Draft for May receipts.....	247 95
	30..	Draft for June receipts.....	431 25
Aug.	1..	Draft for July receipts.....	1,296 40
Sept.	1..	Draft for August receipts.....	1,772 70
	30..	Draft for September receipts.....	1,609 80
Feb.	1..	Dividend on deposits in Cataract Bank.....	28 34
1895.	Dec. 31..	Interest on balances in M. & T. Bank.....	30 05
			6,032 40
			28 34

## REMITTANCES TO THE STATE TREASURER — (Concluded).

Date.		Amount.	Total.
1896.			
March 31..	Interest on balances in M. & T. Bank.....	\$29 12	
June 30..	Interest on balances in M. & T. Bank.....	34 34	
Sept. 30..	Interest on balances in M. & T. Bank.....	24 84	
	Cash balance in treasurer's hands.....	.....	\$118 35
	Total .....	.....	579 28
			\$54,880 94

HENRY E. GREGORY,  
*Treasurer.*

We, the undersigned, hereby certify that we have examined the foregoing report of the treasurer, the vouchers and other papers, and we find the report and accompanying documents correct, and that the treasurer has properly accounted for all moneys received and disbursed by him during the year ended September 30, 1896.

ROBT L. FRYER,  
WM. HAMILTON,  
*Commissioners.*

# ACCOUNTS.

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## CLASSIFICATION OF ACCOUNTS.

Fences . . . . .	\$13 05
Iron railing . . . . .	173 90
Stairways . . . . .	9 45
Furniture . . . . .	13 25
Freight . . . . .	20 35
Stationery (Niagara office) . . . . .	66 86
Water-pipes . . . . .	346 71
Ice . . . . .	61 40
Treasurer and secretary . . . . .	1,100 00
Seed . . . . .	44 00
Settees . . . . .	203 24
Coal . . . . .	102 50
Signs . . . . .	38 19
Sidewalks . . . . .	90 30
Commissioners' expenses . . . . .	119 50
Treasurer and secretary (traveling expenses) . . . . .	8 80
Treasurer and secretary (office expenses) . . . . .	104 41
Tools . . . . .	242 95
National flag . . . . .	10 00
Expense . . . . .	75 00
Inclined railway . . . . .	2,033 62
Walks . . . . .	1,311 73
Buildings . . . . .	1,570 38
Salaries (superintendent and clerk) . . . . .	2,899 98
Police . . . . .	5,325 00

Prospect park.....	\$2,367 64
Goat island.....	1,599 25
Roads.....	6,346 97
Niagara office . . . . .	571 67
Bridges . . . . .	129 29
Parapet wall . . . . .	5 25
Gutters . . . . .	37 27
Electric lighting . . . . .	561 00
Observatory . . . . .	148 37
	<hr/>
	<b>\$27,751 23</b>
	<hr/> <hr/>

## Special Improvements under Chapter 932, Laws of 1895.

Seed.....	\$45 00
Grading.....	1,318 75
Walks . . . . .	88 50
Shelter building . . . . .	6,423 94
Terminal station . . . . .	8,740 10
Tools . . . . .	35 20
Planting . . . . .	433 25
Services . . . . .	10 50
Shrubs . . . . .	334 83
	<hr/>
	<b>\$17,430 07</b>
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## Special Improvements under Chapter 950, Laws of 1896.

Roads.....	\$163 00
Walks . . . . .	959 76
Terminal station . . . . .	709 75
Iron railing . . . . .	933 71
Bridges . . . . .	175 00
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	<b>\$2,941 22</b>
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**BROCK UNIVERSITY**  
ST. CATHARINES, ONTARIO



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